



WILBURTON COMMERCIAL AREA

Land Use and Transportation Project



**DRAFT
ENVIRONMENTAL
IMPACT
STATEMENT**





for the

Wilburton Commercial Area Land Use and Transportation Project Draft Environmental Impact Statement

Date of Draft EIS Issuance

February 1, 2018

Date Comments are Due on the Draft EIS

March 19, 2018



February 1, 2018

Subject: Draft Environmental Impact Statement for Bellevue's Wilburton Commercial Area Land Use and Transportation Project

Dear Reader:

The City of Bellevue has identified the Wilburton Commercial Area as a future urban neighborhood providing new opportunities for businesses, entertainment, and housing, exhibiting a unique design aesthetic, and offering new transportation modes and connections. Wilburton is located between two high growth centers in Bellevue—Downtown and BelRed—and is slated for major transit, pedestrian, and cyclist connectivity improvements that will serve as a catalyst for change. East Link light rail will offer high capacity transit connectivity to the region by 2023; the Eastside Rail Corridor (ERC) will create a regional non-motorized connection for pedestrians and cyclists; and the City-led initiative of the Grand Connection will create opportunities to reconnect Downtown and the Wilburton Commercial Area for cyclists and pedestrians.

Based on a vision developed with the guidance of a Citizen Advisory Committee (CAC), amendments to the City's Comprehensive Plan, Land Use Code, and Zoning Map will be made for City Council consideration that would facilitate investment and redevelopment. To help the CAC and other City decision makers consider the environmental implications of land use and transportation options, this Draft Environmental Impact Statement (Draft EIS) studies three alternatives:

No Action Alternative: The No Action Alternative is required by the State Environmental Policy Act (SEPA) and assumes the current Comprehensive Plan, Land Use Code, and Zoning Map are retained. The Wilburton Commercial Area could grow from about 3.6 million square feet of development to 4.2 million square feet of development. City-planned transportation investments in the current Comprehensive Plan Transportation Element could be made. However, the Grand Connection would be assumed to not be developed under the No Action Alternative. As a King County-led initiative, the ERC would be completed under the No Action Alternative.

Alternative 1: Under Alternative 1 the Wilburton Commercial Area Land Use & Transportation Project could encourage development of a more intense urban form and promote additional multimodal connections. New Land Use Code standards could increase allowable building heights and floor area ratios while providing custom design standards for buildings to create compatible urban forms. There could be a greater concentration of development and mix of uses, with an emphasis on adding housing, office/medical, retail, and hotel space. The amount of potential development could grow to 13.1 million square feet of development, or about 8.8 million square feet more than the No Action Alternative. The ERC could connect to the eastern terminus of the Grand Connection and could improve pedestrian and bicycle connections. Additional street connections could allow for smaller blocks different development patterns and opportunities. The range of building heights could be 35 feet to 250 feet, with a range between 120 feet and 160 feet being the most predominant building form.



Alternative 2: Alternative 2 is similar to Alternative 1 except that potential growth could be approximately one-third higher, up to 16.3 million square feet of development, or 12.1 million square feet more than the No Action Alternative, and the urban form could be more intense across the Study Area. Building heights between NE 8th Street, NE 4th Street, and west of 116th Avenue NE could reach 300 to 450 feet in height, with ranges between 200 and 250 feet, and 120 and 160 feet, being the most predominant. Additional street connections could allow for smaller blocks and a different development pattern and opportunities from the No Action Alternative.

At a programmatic level, each alternative is evaluated in terms of beneficial and adverse effects associated with geology and soils, water resources, air quality/greenhouse gas, ecosystems, land use and economic activity, neighborhoods and population, aesthetics, transportation, noise, energy, environmental health, and public services and utilities.

You may provide comments on the Draft EIS over a 45-day comment period, from February 1 to March 19, 2018. Written comments must be received by **March 19, 2018**. Written comments may be submitted:

By email to: bcalvert@bellevueawa.gov

By letter to:

City of Bellevue
Planning and Community Development Department
Attn: Bradley Calvert
450 110th Avenue NE
Bellevue, WA 98004

A public hearing to present oral or written comments is planned before the City of Bellevue Environmental Coordinator on **February 28, 2018 starting at 4:30 pm**, at Bellevue City Hall, 450 110th Avenue NE, Bellevue, WA 98004.

Thank you for your interest in the future of the Wilburton Commercial Area. If you have questions, please contact Bradley Calvert, 425-452-6930.

Sincerely,

A handwritten signature in blue ink that reads "Carol V. Helland".

Carol V. Helland,
Environmental Coordinator
City of Bellevue



FACT SHEET

PROJECT TITLE

Wilburton Commercial Area Land Use and Transportation Project

PROPOSED ACTION AND ALTERNATIVES

The Wilburton Commercial Area (Study Area) is located between two high growth centers in Bellevue–Downtown and BelRed. The City is now planning for the future of the Wilburton Commercial Area to create a new urban neighborhood with a unique design aesthetic, a mix of many uses, new streets to define small blocks, and additional transportation connections, including a light rail station, the Eastside Rail Corridor (non-motorized) and the Grand Connection that will define the Wilburton Commercial Area and establish new connections with Downtown. Based on a vision developed with the guidance of a Citizen Advisory Committee (CAC) that is currently in process, amendments to the City's Comprehensive Plan, Land Use Code, and Zoning Map will be made for City Council consideration.

This Environmental Impact Statement (EIS) tests these land use and transportation proposals by examining a No Action Alternative and two action alternatives:

No Action Alternative: The No Action Alternative is required by the State Environmental Policy Act (SEPA) and assumes the current Comprehensive Plan, Land Use Code, and Zoning Map are retained. The Wilburton Commercial Area could grow from about 3.6 million square feet of development to 4.2 million square feet of development. Most of the growth could be in office and retail space with small amounts of hotel and residential use. This includes portions, north of NE 8th Street and east of 116th Avenue NE, that were part of the BelRed planning initiative and were rezoned under that process. Existing zoning allows for building heights in the range of 35 to 70 feet, with a small portion near the Medical Institution District that allows heights up to 200 feet. There would be no new design guidelines or development standards for the Study Area. City-planned transportation investments in the current Comprehensive Plan Transportation Element could be made. However, the Grand Connection would be assumed to not be developed



under the No Action Alternative. As a King County-led initiative, the Eastside Rail Corridor would be completed under the No Action Alternative.

Alternative 1: Under Alternative 1 the Wilburton Commercial Area Land Use & Transportation Project could encourage development of a more intense urban form and promote additional multimodal connections. New Land Use Code standards could increase allowable building heights and floor area ratios while providing custom design standards for buildings to create compatible urban forms. There could be a greater concentration of development and mix of uses, with an emphasis on adding housing, office/medical, retail, and hotel space. The amount of potential development could grow to 13.1 million square feet of development, or about 8.8 million square feet more than the No Action Alternative. The greatest intensity of land use could occur south of the new Wilburton light rail station, primarily between NE 8th Street to the north, NE 4th Street to the south, Interstate 405 to the west, and the Eastside Rail Corridor to the east. The Eastside Rail Corridor (ERC) could connect to the eastern terminus of the Grand Connection and could improve pedestrian and bicycle connections. Additional street connections could allow for smaller blocks different development patterns and opportunities. The range of building heights could be 35 feet to 250 feet, with a range between 120 feet and 160 feet being the most predominant building form.

Alternative 2: Alternative 2 is similar to Alternative 1 except that potential growth could be about one-third higher, up to 16.3 million square feet of development, or 12.1 million square feet more than the No Action Alternative, and the urban form could be more intense across the Study Area. Building heights between NE 8th Street, NE 4th Street, and west of 116th Avenue NE could reach 300 to 450 feet in height, with ranges between 200 and 250 feet, and 120 and 160 feet being the most predominant. Additional street connections could allow for smaller blocks and a different development pattern and opportunities from the No Action Alternative.

LOCATION

The Wilburton Commercial Area Study Area is bound by NE 12th Street to the north, I-405 to the west, SE 5th Street to the south, 120th Avenue NE to the east, and a smaller area bound by NE 8th Street and 124th Avenue NE to the east.



PROPONENT

City of Bellevue

DATE OF IMPLEMENTATION

Spring 2018

LEAD AGENCY

City of Bellevue

RESPONSIBLE SEPA OFFICIAL

Carol Helland

Environmental Coordinator

City of Bellevue

450 110th Ave NE

Bellevue, WA 98004

CONTACT PERSON

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Community Development Program Manager

Department of Planning & Community Development

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Bellevue, WA 98004

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425.452.6930

REQUIRED APPROVALS

Comprehensive Plan and Development Regulation amendments require review and recommendations by the Bellevue Planning Commission, and consideration and approval by the Bellevue City Council.

Washington Department of Commerce review and coordination of comments under the Growth Management Act, RCW 36.70A.106.



PRINCIPAL EIS AUTHORS AND PRINCIPAL CONTRIBUTORS

This EIS is being prepared under the direction of the Planning and Community Development Department and the Environmental Coordinator:

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PRIOR ENVIRONMENTAL REVIEW

Prior SEPA documents considered and incorporated by reference are listed below:

A Final EIS and Record of Decision in 2011 addressed East Link light rail, including stations serving Mercer Island, south Bellevue, downtown Bellevue, BelRed, and Redmond's Overlake area. Bellevue stations included the Wilburton station. Relevant information from the 2011 Final EIS was considered in the preparation of this EIS.

A draft and final EIS (2007) were prepared for the BelRed Corridor Project. A portion of the BelRed Corridor Study Area overlaps the Wilburton Study Area around Lake Bellevue. Relevant information from the 2007 Final EIS was considered in the preparation of this EIS.

Two Draft EIS documents were prepared for Phase 1 (January 28, 2016) and Phase 2 (May 8, 2017) of the Energize Eastside project on behalf of the Cities of Bellevue, Newcastle, Redmond, and Renton. The Draft EIS documents were considered in the preparation of this EIS.

The development of the Overlake Hospital area was anticipated in the "Final Environmental Impact Statement for the Overlake Hospital



Medical Center Master Development Plan” published in 1999. The EIS alternatives reinforce the recently developed Medical District evaluated in that EIS

TYPE AND TIMING OF SUBSEQUENT ENVIRONMENTAL REVIEW

None planned with regarding to policy, land use, and development regulation proposals.

Future non-exempt development and infrastructure projects will be subject to their own project-level SEPA reviews.

LOCATION OF BACKGROUND DATA

Department of Planning & Community Development

450 110th Avenue NE
Bellevue, WA 98004

See Contact Person

DRAFT EIS PURCHASE PRICE

The document is posted on the City's Website:

- **Website:** https://planning.bellevuewa.gov/planning/planning-initiatives/wilburton-grand-connection/citizen_advisory_committee/

The purchase price of a copy of the Draft EIS is based on reproduction costs of printed documents or compact discs (CDs); copies may be purchased from the City of Bellevue by contacting the Service First Desk (see address below).

Hard copies of the Draft EIS are available for review at:

- **Department of Planning & Community Development**
450 110th Avenue NE
Bellevue, WA 98004
- **Bellevue Library**
1111 110th Avenue NE
Bellevue WA 98004.



DISTRIBUTION LIST

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 U.S. Dept. of Housing and Urban
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 U.S. Dept. of Transportation–Federal
 Highway Administration (FHWA)
 U.S. Environmental Protection
 Agency (EPA)–Region 10
 U.S. Postal Service

Tribes

Duwamish Tribe
 Muckleshoot Indian Tribe
 Snoqualmie Tribe
 Suquamish Tribe
 Tulalip Tribes

State

WA State Attorney General's Office
 WA State Dept. of Agriculture
 WA State Dept. of Archeology
 and Historic Preservation
 WA State Dept. of Commerce
 WA State Dept. of Community Development
 WA State Dept. of Corrections
 WA State Dept. of Ecology
 WA State Dept. of Fish and Wildlife
 WA State Dept. of Health
 WA State Dept. of Natural Resources
 WA State Dept. of Social and Health Services

WA State Dept. of Transportation (WSDOT)
 WA State Dept. of Transportation
 (WSDOT)–NW Region
 WA State Parks and Recreation Commission
 WA State Recreation Conservation Office

Regional

Puget Sound Clean Air Agency
 Puget Sound Partnership
 Puget Sound Regional Council (PSRC)
 Sound Transit

Other Municipalities

Beaux Arts Village
 City of Clyde Hill
 City of Medina
 City of Mercer Island
 City of Redmond
 King County Boundary Review Board
 King County Dept. of Permitting
 and Environmental Review
 King County Dept. of Transportation
 King County Historic Preservation Program
 King County Metro Transit
 Environmental Planning
 King County Natural Resources and Parks
 King County Parks Dept.
 King County Wastewater Treatment Division
 King County Water and Land
 Resources Division



Office of the King County Executive
Seattle and King County–SEPA Coordinator
Town of Hunts Point
Town of Yarrow Point

**Service Providers, Utilities,
Franchise Services**

Bellevue School District No. 405
BP Pipelines and Logistics
(North America) Inc.
Cascade Water Alliance
Comcast
Eastgate Public Health Center
Issaquah School District
King Eastside Community
Services Office (CSO)
Lake Washington School District
Lake Washington School District No. 414
Public Health–Seattle and King County
Puget Sound Energy (PSE)
Seattle City Light (SCL)
Seattle Public Utilities (SPU)

Community Agencies and Organizations

Bellevue Chamber of Commerce
Bellevue Downtown Association
East Bellevue Community Council
Eastlake Washington Audubon Society
Eastside Audubon Society
Greater Seattle Chamber of Commerce
Meydenbauer Bay Neighbors Association
West Bellevue Community Club

Libraries

Bellevue Public Library
Lake Hills Library
Newport Way Library
Seattle Public Library
UW College of Architecture and
Urban Planning Library

Media

Bellevue Reporter
Daily Journal of Commerce
Renton Reporter
Seattle Post-Intelligencer
Seattle Times



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